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1. The following table gives the 1951 planned production and the actual production in the first six months of 1951 for the HV Schiffbau of the Ministry of Machine Construction, in 1,000 DM:

Planned Pro-
duction, 1951Actual Production,
First Half of 1951TOTAL for HV Schiffbau:

Planned Prices	245,688	111,018
Selling Prices	345,635	150,852

TOTAL for subsidiary plants:

Planned Prices	108,114	50,018
Selling Prices	148,145	65,115

Volkswerft Stralsund:

Planned Prices	22,204	11,403
Selling Prices	55,507	23,251

Yachtwerft Berlin:

Planned Prices	15,204	7,483
Selling Prices	17,289	9,686

Peenewerft Wolgast

Planned Prices	12,193	4,928
Selling Prices	15,396	5,671

Schiffswerft Wismar

Planned Prices	57,413	25,648
Selling Prices	58,853	25,985

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	<u>Planned Production, 1951</u>	<u>Actual Production, First Half of 1951</u>
<u>Kobli Berlin: (Konstruktionsbüro)</u>		
Planned Prices	1,100	551
Selling Prices	1,100	551
<u>TOTAL for VVBs:</u>		
<u>VWV - Rostock:</u>		
Planned Prices	60,765	23,307
Selling Prices	123,262	48,587
<u>Hochseeschiffbau:</u>		
Planned Prices	76,809	37,698
Selling Prices	74,228	37,117
<u>Warnowwerft:</u>		
Planned Prices	59,741	30,452
Selling Prices	59,741	30,452
<u>Dieselmotorenwerk Rostock:</u>		
Planned Prices	13,168	4,839
Selling Prices	10,581	4,258

2. The following table gives the planned 1951 reparations production and actual reparations production for the first six months of 1951, in 1,000 DM and in units:

	<u>Planned Production, 1951</u>	<u>Actual Production, First Half of 1951</u>
<u>A. New Construction:</u>		
<u>Fishing Seiners</u>		
1,000 DM	10,800	7,290
Each	40	27
<u>Fishing luggers</u>		
1,000 DM	14,500	14,500
Each	20	20
<u>UR luggers (sic)</u>		
1,000 DM	6,000	6,000
Each	15	15
<u>Metal cutters</u>		
1,000 DM	3,300	1,450
Each	30	14
<u>Fishing cutters (composition)</u>		
1,000 DM	2,955	2,462
Each	30	25
<u>Kühllogger</u>		
1,000	8,400	-----
Each	20	-----
<u>Motor freight ships</u>		
1,000 DM	1,200	-----
Each	4	-----

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<u>3. Repairs - Total in 1,000 DM:</u>	127,521	57,506
<u>Warnowwerft</u>		
Karelia	1,948	Left the yard 10 June 51
Lenkoran	1,367	Left the yard 9 June 51
Gavan	2,989	Left the yard 17 June 51
Rus	16,894	8,796
Sov. Sojuz	7,769	2,119
Nachinow	5,114	469
Yury Dolgoruky	7,160	6,053
Yakutia	9,834	2,480
Mudyug	5,171	1,286
<u>Schiffswerft Wismar</u>		
Primorye	4,203	4,061
Darbent	1,425	1,373
Pobeda	33,256	7,020
Medvezhy	437	437
Vaga	4,428	3,610
Vuchegda	5,286	3,402
Mozhaitski	2,080	2,080
Kaliningrad	3,919	1,464
Kooperatsia	8,165	2,843
Lensoiret	3,700	1,460

3. [] the 1951 plan and the production in the first half of 1951 are given below: 50X1-HUM

a. 24-meter cutters - The fishing cutters designated for the German fishing industry have so far been neglected by the HV Schiffbau and the VVW because of the urgency in fulfilling the reparations orders. Present plans call for the following production schedule:

July	Damgarten	14 cutters
	Gehlsdorf	5 cutters
August	Damgarten	4 cutters
	Gehlsdorf	5 cutters
September	Damgarten	9 cutters
	Gehlsdorf	3 cutters
October	Damgarten	2 cutters
TOTAL		42 cutters

b. Trawlers - Material is now on hand for the construction of one and a half trawlers. Bottlenecks in the trawler construction program are the main motor from EKL-Görlitz and the 200 kw generators from ELLD-Dessau. (1) The gears from ABUS-Dessau (2) are now expected to arrive before the deadline.

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c. Fishing seiners - 16 seiners were to be produced for the German civilian sector and 25 for reparations; 27 fishing seiners were actually delivered.

d. Fishing luggers - The reparations quota was completed. The fishing luggers for the German economy will be delivered as follows:

5 in July, 2 in August and 3 in September 1951.

e. Ship diesel motors - The plan was not fulfilled because of the difficulty in obtaining crank shafts. The construction of 1,000 HP motors for the long-distance ships and for the high sea merchant marine vessels is dependent on the delivery of adequate crank shafts. Crank shafts for 100 HP motors have been ordered from Brand-Erbisdorf and the SAG Thälmannwerk.

4. [] the 1951 reparations repairs plan at Wismar and Warnemünde. 50X1-HUM
are given below:

WISMAR

Primorye - Will be ready in July

Derbeest - Will be ready in July

Vage - Considerable difficulties in obtaining the lighting system from VEB Rosslau (3), the anchor chain from TWA-Weissenfels and the loading winches from VEB Rostocker Industriewerke. It is doubtful that the ship will be ready by the 30 August 1951 deadline.

Vychevda - Difficulties in obtaining the rudder quadrant and ferro-steel steam pipes.

The most difficult task facing the Wismar shipyards will be the completion of the Pobeda by the end of 1951.

WARNEMÜNDE

Irus - To be delivered by 30 September 1951. The deadline had to be set back because of difficulties in obtaining heavy hoisting equipment. Hydronallium (sic) as well as spindles for the boat davits is also lacking.

Yakutia - Deadline October 1952.

Mudyug - Deadline June 1952; docking difficulties delayed starting.

Sov Sojuz - The responsibility of obtaining gears and turbines has been turned over to the Ministry for Heavy Machine Construction (ABUS, Dessau, and VVB EK: Bergmann-Borsig).

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Comment:

- (1) Elektromotoren- und Kompressorenwerk VVB EK1, Dessau.
- (2) ABUS-Maschinenfabrik und Eisengiesserei, Dessau.
- (3) EKM Elbewerk VEB, Rosslau.
- (4) TEWA Ketten- und Nagelwerk, Weissenfels.

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